

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

For Case of
1 doz.A. SUPERIOR PALE DRY, Dinner
Wine, Green Seal Capsule ... \$10.80C. MANZANILLA, PALE
NATURAL SHERRY, White
Capsule ... 12.00CC. SUPERIOR OLD DRY,
PALE NATURAL SHEERY,
Red Seal Capsule ... 12.00D. VERY SUPERIOR OLD PALE
DRY, Choice Old Wine, White
Seal Capsule ... 14.40E. EXTRA SUPERIOR OLD
PALE DRY, Very Finest
Quality (Old Bottled) ... 20.40

In addition to Wines of our own bottling, the following brands, bottled in Europe, have been specially selected, and procured from the celebrated firm of MESSRS. GEO. G. SANDEMAN, SONS & CO., of LONDON and OPORTO, for whom we have been appointed Sole Agents:—

	per Case of 1 doz.
LIGHT DRY	\$17.00
SOLEERA	25.00
VERY PALE DRY	25.00
FULL GOLDEN	30.00
PALE DRY NUTTY	32.00
FINE OLD BROWN	42.00

A. S. WATSON & CO.,
LIMITED,
THE HONGKONG DISPENSARY.The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 10th October, 1901.

The fact that the criticisms of the home Press on the Government's policy in South Africa are becoming constantly stronger in tone will cause no surprise. Though we have received but little telegraphic information of a definite character recently, it has been possible to gather from the items of news which reached us that something was seriously hindering Lord KITCHENER's schemes for stamping out the remains of the confederation. Telegram after telegram has told of attacks on isolated posts, on the railway lines or on the frontiers of the various Colonies. In many cases, in spite of the great disparity of the forces of the two sides in the field, the Boers have succeeded in outnumbering the British at one particular point, with the occasional result of making a considerable capture. On the other hand, captures of Boer parties of varying sizes have been frequent; but this was only to be expected. Against the guerrilla tactics of his enemies it was the British Commander-in-Chief's only plan of campaign to surround the separate commandos and smaller bodies. Making all due allowance for the difficult nature of the country to be covered and the tenacity of the enemy, no one can say that the expedition of the British operations has been what was hoped for. Even where the important Boer leaders were reasonably supposed to have been "cornered," they have managed to break away, to reappear shortly as strong as ever. The deduction from this is that either our strategy is inadequate and our troops insufficient or our numbers are insufficient to perform the work in hand. After the wounding of generals which has made the South African War so much a grave of reputations, and the tributes which critics not inclined to be friendly have paid to our men, the former alternative cannot be taken as satisfactorily explaining the situation. Insufficiency of number appears superficially a curious explanation, in view of the limits of the Boer resources, but nevertheless it is evident that the authorities are convinced that it is here where we are at fault. Nine transports of reinforcements are due to leave England by the end of the present month. The apparent indifference of most of the conspicuous Ministerial politicians, of which the *Times* has complained, seems to have been shaken by some means or other

It is probable that Lord KITCHENER has urged the necessity of an increase of force for this, in conjunction with the attitude of the Ministerialists, would serve to explain the reported friction between the Commander-in-Chief and the War Office, denied, but not convincingly, by the latter. Possibly too the outspoken criticism of the home Press, Government and Opposition alike, has not been without its effect. In any case, the result will serve to relieve despondency over the protraction of the struggle.

In the meantime the actual news from the front is of a more inspiring nature than it has been of late. KARTEIGER's desperate attempts once more to cross the Orange River and penetrate into Cape Colony have been repulsed with loss. The capture of several notable commandants is reported. A big coralling movement is taking place in the South-eastern Transvaal. The Boers who have been busy on the Zululand frontier, including probably those who made so fierce an attack on Colonel KREKWERD's camp, are apparently shut in by a cordon of British troops. As Commandant BOTHA is among those so hemmed in, it is devoutly to be hoped that General LYTTELTON has at his command a sufficiently strong force to prevent the Boer leader from extricating himself once more from an almost untenable position. The capture of BOTHA would not end the guerrilla struggle; but it would undoubtedly have a most striking effect.

Among those of the prominent Boers who have preferred to continue the fight rather than live at ease in Europe, BOTHA stands out prominently. He does not inspire the respect in his foes which several Boer commandants have been able to inspire, for he cannot be absolved for complicity in several discreditable deeds. He is, however, one of the ablest generals with whom we have come in contact in South Africa, and in the present guerrilla strife has made for himself a remarkable name.

A satisfactory feature of the recent fighting is that we have heard nothing of the predicted embitterment of the struggle after the 15th of September. We have still to see what the war correspondents have to say, but by telegraph at least there has been no indication of the departure from civilized warfare which were threatened by some of the Boer leaders. On the 4th ult., a Lusitania's telegram informed us that the Boer leaders in Cape Colony had decided that all Colonials found in arms after the 15th would be shot. If they ever came to this determination, they have apparently recovered their sanity and decided not to render themselves liable to be hung as murderers. Nevertheless, it is beyond a doubt—even Continental critics allow this—that the treatment of the guerrillas has so far been not merely human, but criminally weak. The letter on "Guerillas and Derailed," which we reproduced from the *Times* yesterday, will no doubt have been read with interest. The case for stronger measures is succinctly stated therein, and no one who is not a W. T. STEAD can deny its cogency. For all the outcry against LORD KITCHENER by the "peace party," he has proved himself, like other British generals, merciful to the extent of sacrificing occasionally his countrymen for fear of excessive severity to their foes. The mistakes of this policy are now obvious.

The U.S. transport *Zafiro* left yesterday for Manila.

The British hospital-ship *Carthage*, which arrived from Shanghai yesterday afternoon, had to take refuge off Gutzlaff Island from a typhoon.

At to-day's hockey match between the Indian Brigade and the Royal Artillery, by kind permission of Col. Baillie and Officers, 22nd Bombay Infantry, the band will play at Kowloon at 4.45 p.m., and the Officers of the Brigade will be "at home" to their friends.

Some sort of supervision should be placed over the production of the locally made "safety" matches. Within the last two days three cases have come before us of persons having had their hands severely burned through these wretched inflammable matches igniting on the boxes being opened.

Mr. James W. Davidson, the United States Consul at Tamsui, was in Singapore last week en route to Formosa, after a visit to the United States on long leave. He has arranged in London the publication of a book on Formosa which should be of value as Mr. Davidson is an able and independent writer.

Governor Birch of British North Borneo has visited the Sultan of Brunei. They are said to have conferred on the subject to the British North Borneo Company renting two districts from the Sultan. The latter is said to be willing on condition that the local chiefs agree to the proposal.

As our readers may remember, a double murder was committed on the 13th August last at Capenamun, robbers entering a house and killing father and son, while they severely wounded the mother and another son. The two wounded were brought over and placed in the Government Civil Hospital, where the mother recovered, but the boy succumbed to his wounds, making a total of three deaths. The murderers, we understand, are still at large.

The Italian cruiser *Savoia* arrived at Singapore from Bangkok during the night of the 30th ult. and remained in the roads. She has proceeded to Colombo.

A company, with a capital of \$50,000, has been formed in the Negri Sembilan to run a motor car service between Seremban, Kualal Pilah, and the chief mines there.

The Resident-General, Straits papers report, has sanctioned a cadets' conference. The cadets have certain grievances and the Federal Government desires thus to meet them as far as possible.

Trade in Labuan appears to be going ahead, four North German Lloyd steamers being in port there in one day. The coal-mines of Labuan and Minara have been increasing their output lately.

Mr. H. I. Chope, the representative of the P. & O. Company at Singapore, is no longer Acting Agent there. The "Acting" passes from Mr. Chope's title, and he is now full Agent for the Company.

The case against William McGANN, an Irish-American, of voluntarily causing hurt to Shaik Mahomed, the Sailor Home watchman at Singapore, by stabbing him with a penknife, has resulted in McGANN being sentenced to five months' rigorous imprisonment.

Admiral Lord Charles Scott, Commander-in-Chief at Devonport, recently took part in the passing out of cadets on the *Britannia* at Dartmouth. The examination has been more interesting than usual, owing to the fact that Prince Vidyagiri, of Siam, was among those examined. He is the second of the Siam princes to pass through the *Britannia* examination in recent years. He did not do so well as his elder brother, who came out nearly at the top of the list, but he obtained 1,281 marks, as compared with 1,404 scored by the top cadet, and 945 by the lowest. Had his name appeared in the list with the other cadets he would have stood thirty-second out of sixty-four.

A majority of the American Naval Board on Construction has reported in favour of the abolition of conning-towers in future designs. The reasons for this somewhat startling innovation are based upon experience gained at Santiago and Manila. Captains found that they could see little or nothing from the towers, and were forced to the bridge or top in order to handle their ships. It remains to be seen whether any action will be taken upon this report. At Santiago and Manila the Spanish gunnery was so deplorable that the American captains were safe anywhere, but the same would certainly not be the case in an action between an American and a French or German squadron. Moreover, all foreign Powers continue to use the conning-tower.

It appears from Singapore contemporaries that Private James McIntosh, of the local Volunteers, was sued by Colour-Sergeant Sharp, on behalf of the Commandant of the S.V.C., in the Court of Requests at Singapore, on the 2nd inst., for the recovery of \$25, the amount of capitation grant due under the rules of the S.V.C., for failing to comply with the requirements for efficiency. The defence was that the defendant had never been medically examined by the Hon. Surgeon, and that he had never been sworn in as a Volunteer, in accordance with the Volunteer Ordinance, and never attended a single drill. The Commissioner after hearing the evidence, held that the defendant was not a Volunteer, and dismissed the case. Another case, J. Forbes, of the same corps, was similarly sued. His excuse was that he had never been sworn in, and had no time to attend the drills, being employed at the New Harbour Dock. He was ordered to pay the fine. Gunner Wafford, S.V.A., was also sued. His defence was that he had sprained his ankle, and that he was formerly transferred to the reserve, and only lately rejoined. He also pleaded that he was never sworn in. He was fined \$25.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held to-day, at 3 p.m.—

BUSINESS.

1. Financial Minute. (No. 61.)

ORDERS OF THE DAY.

1. First reading of a Bill entitled An Ordinance for promoting the Revision of the Statute Law by repealing Enactments which have ceased to be in force or become unnecessary and by making Amendments in various Ordinances.

2. First reading of a Bill entitled An Ordinance to amend the Law relating to Buildings.

3. Second reading of the Bill entitled An Ordinance to apply a sum not exceeding three million seven hundred and thirty-nine thousand three hundred and twelve dollars and twenty-six cents to the Public Service of the year 1902.

4. Second reading of the Bill entitled An Ordinance to amend an Ordinance for the better securing the Peace and Quiet of the Inhabitants of the Town of Victoria and its vicinity during the night time. (No. 17 of 1844.)

5. Committee on the Bill entitled An Ordinance to amend the Merchant Shipping Consolidation Ordinance, 1899. (Ordinance 36 of 1899.)

6. Third reading of the Bill entitled An Ordinance to amend an Ordinance entitled The Weights and Measures Ordinance, 1885. (No. 8 of 1885.)

7. Third reading of the Bill entitled An Ordinance to amend the New Territory Land Court Ordinance, 1900. (No. 18 of 1900.)

C. CLEMENTS.

Acting Clerk of Councils.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE WAR IN SOUTH AFRICA.

LONDON, 8th October, 7.30 p.m.

THE CASE AGAINST KRAUSSE.

The Crown case against Dr. Krausse, ex-Governor of Johannesburg, is based on the defendant's correspondence. A letter from Krausse to Leyden reveals the fact that the defendant utilised the armistice before the surrender of Johannesburg to remove the treasure for the purpose of assisting the Boer forces. A letter to Droskem incites the murder of Mr. Forsler, President of the South African League.

GENERAL NEWS.

LONDON, 8th October, 7.30 p.m.

DEPARTURE OF THE "CRESSY."

H.M.S. *Cressy* departed to-day for the China Station.

THE COTTON MARKET.

In Liverpool cotton good business has been done at easier rates. The Egyptian crop promises well.

REUTER'S SERVICE.

LONDON, 7th October.

RE-INFORCEMENTS FOR SOUTH AFRICA.

The War Office has arranged for nine transports to convey re-inforcements to the Cape. The vessels are to sail before the 30th instant.

THE PRESS AND THE WAR.

The newspapers continue the campaign against the Government in relation to the war. The language is daily becoming stronger.

LONDON, 7th October.

OBITUARY.

The Amur of Afghanistan is dead.

THE WAR—BOTHA HEMMED IN.

General LYTTELTON is conducting a big movement in the South-eastern Transvaal, with a view of coralling the Boers, whose main body, under Commandant BOTHA, is now within the cordon pressing north from Zululand.

LONDON, 7th October.

FRANCE AND TURKEY.

The *Temps* publishes a French Note to the Porte, demanding the immediate payment of the Lorando claim.

CHANGE DOINGS.

The Morrow of September Settlement, Hongkong, 1901.

"Reverse the spell," he cries,
"And let it fairly now suffice,
The gamble has been shown."

Another heavy load, and, judging from appearances, the last of its kind, for a time at all events, has been lifted off the market with the close of this settlement, which, however, did not pass without causing considerable damage, particularly to the small fry. Very few, indeed, of this class of operators have come out of the fray with a whole-skin, while on the other hand, a goodly number perhaps have no skin left. Some instances have also been reported where engagements could not fully be met, and a compromise had to be arranged. In spite of this, however, we were not so badly off as our friends up north, where, it has been reported, several such operators were "hammered," and it cannot, therefore, be a matter of surprise that since the August settlement there was a great falling off in prices on the Rialto of the Model Settlement, followed by an almost entire suspension of business, the principal cause for which state of affairs being, as it was here, the heavy drop in Dock shares. But whereas the fall in our Dock was limited to about \$50 per share (heavy enough in all conscience) and our market was able to withstand the strain tolerably well, Farmans dropped the alarming figure of about \$100 per share and played the very "old Harry" with the northern market. In fact, it is not unlikely that our market suffered not a little in consequence of the shaken confidence thus brought about up there. It is a curious coincidence that the same kind of stock should have been the cause of the trouble both in Shanghai and Hongkong. We may, nevertheless, console ourselves with the fact that things might have been worse. At the time of the month when it was expected that the most acute stage would be reached, that is when the month was just out of its teens, matters began to assume a different aspect, a general demand set in, and all available stock on the market was rapidly taken up. Docks had then touched their lowest figure, \$270, but did not remain long at that rate, and by settlement time were up to \$292, while at time of writing shares are hard to obtain at \$290. Quite a considerable business has been done forward, from December and up to March. Of course, this

settled the market, and it is of course evident that the fact that the commandant had been more than it was a walk back. It may not be out of place to mention here that Farmans have had a big spurt, while business generally up north has been quite lively of late. Banks have been solid and steady the whole month through, sellers ruling the market and succeeding in establishing a substantial rise without having to part with many shares. The closing rate is \$617½ firm. Sugars have, without a doubt, taken the majority of operators by surprise, when all of a sudden a determined enquiry pushed the rate up from \$135 to \$15. As usually happens in this stock our Shanghai friends had the lead of us in being first in the market. They managed to secure a fair number of shares from this market, both cash and forward, at rather cheap terms, before it was realised here that there was something up. On it, the company's profits so far have been phenomenal. Indos slackened a little when Shanghai threw a few lots on the market. This, however, they may have done as a blind, for they quickly faced about and began buying at rapidly advancing rates, which rose from \$134 to \$145, closing very firm. As the northern operators are the principal holders of these shares, our market was very soon cleared of all available stock. The Douglas report and statement of accounts was published during the month, but it does not appear to have given entire satisfaction, as shares were freely offered since, \$44.00 cum. div., having been accepted. China Manlau appear at last to be coming into favour, being enquired after at \$55. Lands changed hands in large quantities at advancing rates, from \$100 to \$104. Mining, after a long spell of inactivity, came in for a fair demand from Singapore. The stocks thus favoured were Raubus and Jebelus. The former has shown a good crushing, viz., 2200 on, the biggest we had in a long time. The rise was from \$12 to \$14, at which latter rate they close easy. Jebelus started from \$4 to \$6, but fell back to \$5, closing weak.

ESA.

POLITICS IN THE PHILIPPINES.

[FROM A CORRESPONDENT.]

Manila, 5th October.

THE NATIONAL PARTY.

Surmise will not go far astray which attributes to the National Party, now advertising itself with a declaration of principles, the aspirations of "outs" in Philippine politics who wish to become "ins." The party had to declare for something, and so chose to rally around autonomy, a term as elastic in these islands as anywhere else. If in spite of a belated appearance in the open field, the party may so far forestall Federal plans as to save for itself some of the nuggets from the official mine that the Federals are working, autonomy will mean little more than the measure of self-government which the municipal and provincial laws already provide. Should the Federal leaders continue to absorb all the good things with which the appointing power hopes to compose the native mind, autonomy may not stop far short of independence in its demands.

NEW ADVERTISEMENTS

TO LET.

TWO LARGE ROOMS, fronting Queen's Road Central, in Murray House, suitable for Offices, and ROOMS on 1st and 2nd FLOORS, Beaconsfield Arcade. Also FURNISHED HOUSE at the Peak; possession on 1st November. For Particulars, apply to TURNER & CO., Hongkong, 10th October, 1901. [2581]

NOTICE.

ON and after the 1st October, 1901, the Cigar Factory of Manila known as the "MARIA CRISTINA," with all rights, has been Purchased and Formed into a Limited Company under the Style "MARIA CRISTINA" COMPANIA ANONIMA MANUFACTURERA DE TABACOS Y CIGARILLOS, LIMITED. Until the issue of a new Tariff the Prices named in the Price-current of original Factory, dated 15th March, 1901, have been reduced 15% (fifteen per cent).

Orders may be addressed through any commercial house in Manila or may be sent direct to the undersigned, who have been appointed as Managing Directors of the new Company. Manila, 1st October, 1901. M. ERKAMP & CO. [2582]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMONT," FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 9th October, 1901. [2577]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE.

THE Company's Steamship.

"SHINANO MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods of Cargo are hereby informed that their Goods of Cargo are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY, 9th inst.

Goods not cleared by the 16th inst. will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 19th inst., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 9th October, 1901. [2578]

FROM HAMBURG, BREMEN, ROTTERDAM, PORT SAID, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SEGOVIA," Captain Foerck, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON To-DAY, 9th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 9th October, 1901. [2579]

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"SEGOVIA," Captain Foerck, will be despatched for the above ports on SATURDAY, the 12th inst., at NOON.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 9th October, 1901. [2580]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.

Call Flag W.

J. W. KEW,

Manager,

20, Des Voeux Road.

Hongkong, 18th December, 1900. [186]

CARTRIDGES! CARTRIDGES!!

JUST LANDED a NEW STOCK of ELEY'S and KYNOCH'S SPORTING CARTRIDGES and NEWCASTLE CHILLED SHOT.

20 BORE CARTRIDGES

16 "

12 "

10 "

8 "

W.M. SCHMIDT & CO., Gunsmiths.

Hongkong, 3rd January, 1901. [121]

ENTERTAINMENT

HONGKONG MISSIONS TO SEAMEN

A CONCERT

will be given on WEDNESDAY, 16TH OCTOBER, AT 9 P.M., BY THE MEMBERS OF ST. JOHN'S CATHEDRAL CHOIR, in the HON. C. P. CHATER'S BUNGALOW, KOWLOON (Kindly loan for the occasion).

SOLISTS: MRS. LOWSON, MR. G. P. LAMMERT, MR. ALEX MARSH, BANDMASTER J. H. MOIR, R.W.F., AND OTHERS.

The Proceeds will be devoted to the local work of the Missions to Seamen.

Prices: Reserved Seats \$2, Unreserved Seats \$1.

Tickets may be obtained from the ROBINSON PIANO COMPANY, Revs. J. H. FRANCE and T. WRIGHT, and

A. CUNNINGHAM, Hon. Sec., St. John's C. Choir. Hongkong, 9th October, 1901. [2585]

HONGKONG HOCKEY CLUB.

THE ANNUAL GENERAL MEETING will be held (by Permission) in the PAVILION of the HONGKONG CROKER CLUB, TO-MORROW (FRIDAY), the 11th instant, at 5.15 P.M.

F. B. DEACON, Hon. Secretary. Hongkong, 8th October, 1901. [2584]

JOHN BROWNHILL, DECEASED.

MARY BROWNHILL, DECEASED.

NOTICE IS HEREBY GIVEN that all Persons, Firms, or Companies having any Claim or Claims against the Estates or Effects of either of the above named deceased persons must send in the particulars of their respective Claims on or before the 8th DAY of NOVEMBER next to the Administrator and Executor JAMES ROBERT MUDIE, whose address is at the Office of C. EWENS, Solicitor, 26, Queen's Road Central, Hongkong, after which said date the said Administrator and Executor will proceed to wind up and distribute both Estates. Dated this 8th Day of October, 1901. [2583]

NOTICE.

If the American Citizen ELIJAH WHITNEY CROCKER is living and will communicate with me, he will receive valuable information.

His Mother died in March, 1901. Address—

FREDERICK WHEDLEN, Executor, MELROSE, MASS., U.S.A. Hongkong, 9th October, 1901. [2588]

WANTED.

D. R. HIRTH'S DOCUMENTARY SERIES, Both English and Chinese Text. Answer to—

T. E. C., Care of Daily Press Office. Hongkong, 9th October, 1901. [2587]

IMPERIAL BANK OF CHINA.

WANTED.

A N experienced man of business to act as COMPRODOR from next China New Year.

Ful particulars can be obtained on application to the undersigned.

By Order of the Board of Directors.

E. W. BUTTER, Manager.

Hongkong, 31st July, 1901. [1922]

WANTED.

POSITION as BOOKKEEPER, ASSISTANT or CLERK in an Office by Englishman. Age 25 years. Knowledge of Shipping and General Office Work. Good References.

Apply to— BOX 25, Care of Daily Press Office. Hongkong, 2nd October, 1901. [2587]

WANTED.

SMART CHINESE CLERK Wanted. Good Handwriting. Some Experience. State if Typewriter. Good Position for an able man.

Apply—

THE ROBINSON PIANO CO. LTD. Hongkong, 4th October, 1901. [2588]

NOTICE.

THE Undersigned will not be RESPONSIBLE for any DEBTs contracted by his wife PALMYRA AUGUSTA TERCHIO DA SILVA, and every person is hereby prohibited from giving her any Credit.

JOAO JOSE DA DORES-BARROS. Hongkong, 3rd October, 1901. [2580]

WING CHEONG.

Dealers in JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONE ORNAMENTS, BRONZES and CARVED IVORY WARE, FINE SILKS and GRASSCLOTHES.

General Exporters of ANISEED and CASSIA OILS, &c., &c., Stock always on Hand.

AN INSPECTION is RESPECTFULLY SOLICITED.

Note: We beg to announce that we also Buy all kinds of Curios at Moderate Prices.

1 & 3, D'AGUILAR STREET (Behind Hongkong Dispensary). Hongkong, 18th April, 1901. [1811]

THE WANCHA STORING COMPANY

A RE now prepared to receive Goods for Storage in their Godowns situated on PRAVA EAST (late McGregor Barracks).

Landing and Shipping of Cargoes is facilitated by means of the spacious strong Pier lately constructed in front of these Godowns.

Terms Moderate.

Apply for further particulars to GODOWNMAN ON PREMISES, or to

SHEWAN, TOME & CO., Agents.

Hongkong, 10th August, 1901. [2603]

NOTICE.

J. M. KAUFMANN & CO., METALLURGISTS.

Consulting Mechanical and Mining Engineers

Assayers.

Experts in Mines, Minerals and Metals.

Mines Managers and Agents.

ROOMSCHE KERKSTAAAT, SOERABAJA, JAVA.

Cable Address: "EXPLORATION."

Sorabaya, 7th August, 1901. [2145]

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

Mr. WILLIAM BASIL DIXON has

This Day assumed Charge as CHIEF MANAGER.

By Order of the Board of Directors.

A. SHELTON HOOPER, Secretary.

Hongkong, 27th September, 1901. [2603]

NOTICE.

J. M. KAUFMANN & CO.

GENERAL TRADERS.

IMPORTERS AND EXPORTERS.

Have for Sale

INDIAN, Chinese and Japanese Silk Goods

Ornament, Embroidery, Handicrafts, Carpets,

Jewelry, Cashmere Shawls, &c. Woven and Printed Textile Wares, Cloth and Linen, Dyes, &c.

IMPORTATION is solicited.

Hongkong, 24th November, 1901. [12]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (THURSDAY), the 16th October, 1901, at 11 A.M. On board

The British Ship "CELESTE BURRILL" (Reg. ton 1,144, carrying capacity 2,938 Tons dead weight), now lying at anchor near Stonecutters' Island.

The HULL and SPARS with ANCHOR and CHAIN in ONE Lot, the SAILS, GEAR, TACKLE and remaining APPURTENANCES in separate Lots.

A Launch will leave Blake Pier at 10.30 a.m. to convey intending purchasers.

INSURANCES

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th November, 1892. [29]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKMANN & CO., Agents.

Hongkong, 21st April, 1897. [34]

PHOENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPLAIK & CO.

Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1897. [32]

"L'URBAINE"

FIRE INSURANCE COMPANY, LTD.

(Established 1888.)

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO., Agents.

Hongkong, 7th February, 1901. [49]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 29th May, 1895. [33]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th May, 1892. [30]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851.

CAPITAL 24,000,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. MEYERINK & CO., Agents.

Hongkong, 18th May, 1900. [155]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1900, £14,752,631.

I. AUTORISED CAPITAL 23,000,000 0 0

SUBSCRIBED CAPITAL 2,750,000 0 0

PAID-UP CAPITAL 687,500 0 0

II. FIRE FUNDS 2,533,715 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 3rd July, 1901. [164]

SALEMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO., Agents.

Hongkong, 2nd April, 1900. [38]



MITSU BISHI DOCKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD—DOKE, NAGASAKI, A.I., A.B.C. Scouting and Engineering Code used.

DOCK No. 1 (at TATEGAMI)

Extreme Length 372 feet.

Length on Blocks 513

Width of Entrance on Top 89

Width of Entrance on Bottom 77

Water on Blocks at Spring Tide 263

DOCK No. 2 (at MUKAJIMA)

Extreme Length 371 feet.

Length on Blocks 350

Width of Entrance on Top 66

Width of Entrance on Bottom 53

Water on Blocks at Spring Tide 22

PATENT SLIP (at KOSUGI).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LARGEST IMPROVEMENTS and can execute all kinds of work in SHIPBUILDING and MARINE ENGINEERING as well as REPAIRING OF SHIPS.

THE COMPANY has a POWERFUL SALT VAGE PLANT READY AT SHORT NOTICE. [156]

K. WONG, FUNG, JUEN, TIMBER MERCHANTS, No. 262, DES VŒUX ROAD WEST, Hongkong, have always on hand a large Stock of the following Timbers:

AMERICAN PINE and FIR, BANGKOK THAIWOOD, HARDWOOD, &c. &c. (in Logs and Planks).

An Inspection is respectfully solicited. Hongkong, 1st September, 1901. [226]

PORTLAND CEMENT

J. B. WHITTON & BROS.

SOLE AGENTS FOR CHINA.

HOUDINIE WINE & CO.

Hongkong, 16th September, 1901. [224]

[ALL RIGHTS RESERVED.]

SPORT AND ANECDOTE.

BY AN OLD FOOTY.

BEATO, FRY AND ABEL.

I am not a seer, nor the son of a seer, and I was led last week to devote the greater portion of my jottings to Charles Fry; but when I saw that the old Oxonian had scored five hundred in succession, and had brought his aggregate for the cricket season beyond 3,000, I rejoiced greatly because those who peruse these jottings could learn all about the hero of the hour. But my gratification was far beyond a mere personal pleasure, for my lame soul had been vexed for quite two years. Let me be candid. I am a great admirer of Ranji, just as I render homage to the Australians, but I did not like to see a cherished record of an essentially English game held by an Indian Prince any more than I relish the fact that at present the good folk who live under the Southern Cross can boast of the champion cricket team of the world. When England will re-assert her supremacy over Australia I cannot say, but for the time being it is sufficient for me to know that Ranji can no longer say he is the only batsman who has rattled up his 3,000 runs in a season. In 1899 the captain of Sussex made 3,159 runs—world's record, as the Americans say, for any season—and last year the Oriental compiled 3,065. It was galling to think that in these days of Nottingham marl artificial wickets we had not a white man with sufficient skill to reach 3,000. But Fry, on August 30th, passed beyond 3,000, and within three-quarters of an hour Bobbie Abel, for the first time in his astounding career, achieved the same feat. This was the cause of my jubilation, although I should like to observe right here that I am no great admirer of the colossal scoring of these latter days. Many of these runs are absolutely useless, and I far prefer smaller innings and a decisive issue every time. However, I do not wish to leave my point that the great Ranji now holds one record less. Moreover, both Fry and Abel secured their 3,000 runs during what I may term without offence the strictly legitimate season, and they had not to go to the seaside to take part in scratch matches and scrap and potter about to reach this floodmark. There have been such things as cricketers being given chances in these Scarborough and Hastings matches to reach their thousand runs and take their hundred wickets. For instance, at Scarborough in 1898 Cattell was 997 when he went in a second time for the Players against the Gentlemen, and he fiddled about until he had made six, which made him 1,003, when he had already secured his hundred wickets. Again at Hastings Charles Townsend was allowed to bowl more than 54 overs for the Home Counties against the Rest of England in order that he might capture his hundredth victim with the ball! He did so, although the kindness of his captain meant over 30 runs per wicket to his side. There has been nothing of this sort about the performances of Fry and Abel, for have they not made their aggregated in the full flush of county cricket? All honour to them for their triumphs, especially to Abel, who is now in his forty-second year.

HEAVY SCORING AND THE REMEDY.

Now that these men have each totalled over 3,000 runs in one season, now that Fry and Abel have each hit twelve hundreds in one campaign, and now that Fry has made five consecutive "hundreds" it is not really time to consider the heavy run-getting of these times? In 1850 one man, George Parf, the yeoman, the old Lion of the North, alone reached 1,000, to be exact 1,287. In 1859 Tom Hayward, the uncle of the present Tom Hayward, made 1,017, in 1870 W. G. Grace notched 1,808, and even in 1880 the late Billy Barnes alone attained four figures. Coming nearer still—1890—Gunn, Shrewsbury, Grace, Walter Read, and the late George Ulyett each exceeded the thousand. Of course between 1850 and 1890 there were some others who scored so freely; but I have taken each decade year just to show that up to quite modern times the batsmen who registered 1,000 notches were comparatively few. Then the lawn mover, the red marl of Nottingham, and the artificial wicket prepared began to influence the game. Long strings of players left 1,000 in the rear, until last year (1900) when no fewer than 46 did so, and included in these was Ranji, with over 3,000, and four others over 2,000. Up to and including last Saturday, August 31st—and the season is not yet over—no fewer than 58 batsmen had made over 2,000 runs, inclusive of two over 3,000, and four over 2,000. We have not finished yet, and it is worthy of note that the first twenty men in the batting averages are all credited with more than four figures. Surely runs are cheaper than ever, and the 1,000 runs mark has ceased to be a distinction at all. With all the cricket now played, and with the groundsmen working every hour for the batsmen, he is a very poor exponent of the art of run-getting who cannot get 1,000 P. But we have not 20 men who have each captured 100 wickets. Really I wonder that we have any bowlers with sufficient perseverance to get one hundred victims, for everything in England is being done to kill bowling. The groundsmen and the batsmen are in an evil alliance, while the public seldom if ever think of the sorrows of the bowler. But something will have to be done during the winter, and I should not be surprised in the least if there was a great wave of cricket reform. My experience this summer, and I have seen cricket daily when the game has been played, is certainly driving me to the conclusion that there must be a change. It was intended, I believe, to have tried the proposed new law of leg-before-wicket during a match between the Band of Brothers and Kent Club, and I should not be surprised if over the course of the summer, and I should not be surprised if there was a great wave of cricket reform. My experience this summer, and I have seen cricket daily when the game has been played, is certainly driving me to the conclusion that there must be a change. It was intended, I believe, to have tried the proposed new law of leg-before-wicket during a match between the Band of Brothers and Kent Club, and I should not be surprised if over the course of the summer, and I should not be surprised if there was a great wave of cricket reform.

THE WORKS are well equipped with the LARGEST IMPROVEMENTS and can execute all kinds of work in SHIPBUILDING and MARINE ENGINEERING as well as REPAIRING OF SHIPS.

THE COMPANY has a POWERFUL SALT VAGE PLANT READY AT SHORT NOTICE. [156]

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AMERICAN PINE and FIR, BANGKOK THAIWOOD, HARDWOOD, &c. &c. (in Logs and Planks).

An Inspection is respectfully solicited. Hongkong, 1st September, 1901. [226]

PORTLAND CEMENT

J. B. WHITTON & BROS.

SOLE AGENTS FOR CHINA.

HOUDINIE WINE & CO.

Hongkong, 16th September, 1901. [224]

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Hongkong, 16th September, 1901. [224]

K. WONG, FUNG, JUEN, TIMBER MERCHANTS, No. 262,

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *a*, nearest Hongkong *b*, midway between Hongkong and Kowloon *c*, and those vessels berthed at the Kowloon Wharf *d*, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	PALAWAN	Brit. str.	2 m.	J. Chellon, E.N.E.	F. & O. S. M. Co.	On 12th inst. at Noon.
LONDON	PTERUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th inst.
LONDON	CANTON	Brit. str.	2 m.		F. & O. S. M. Co.	On 19th inst. at Noon.
LONDON	CALCAS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th inst.
LONDON	NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th November.
LONDON	MACHAON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th November.
LONDON & ANTWERP VIA MARSEILLES, &c.	AWA MARU	Jap. str.	1 m.		NIPPON YUSEN KAISHA	On 1st Nov. at Daylight.
LIVERPOOL DIRECT	USSNESS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th inst.
BREMEN, VIA PORTS OF CALL	DARDANUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th November.
HAMBURG	LAOS	Ger. str.	1 m.		MELCHERS & CO.	On 16th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, &c.	RIGNIER	Fran. str.	2 m.		MESSENGERS MARITIMES	On 21st inst. at 1 P.M.
HAVRE, BREMEN & HAMBURG	HAKATA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 18th inst. at Daylight.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 19th inst.
HAVRE & HAMBURG	BAMBERG	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 2nd November.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 16th November.
HAVRE & HAMBURG	NUERNERG	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 30th November.
TRISTE VIA SINGAPORE, &c.	TRISTE	Amer. ship.	2 m.		HAMBURG-AMERIKA LINIE	On 26th December.
NEW YORK	STATE OF MAINE	Amer. ship.	2 m.		HAMBURG-AMERIKA LINIE	On 17th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SATSUMA	Brit. str.	1 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
NEW YORK	MANUEL LLAGUNO	Amer. ship.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
NEW YORK	CLAYREDEALE	Ger. str.	1 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
NEW YORK VIA SUEZ CANAL	ADANA	Brit. str.	1 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
NEW YORK VIA SUEZ CANAL	ASAMA	Brit. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
VANCOUVER VIA SHANGHAI, &c.	TARTAR	Brit. str.	4 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
VICTORIA (B.C.) & TACOMA VIA SHANGHAI, &c.	VICTORIA	Brit. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KINSHU MARU	Jap. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
PORTLAND (ORE.) VIA SHANGHAI, &c.	INDAPURA	Amer. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
SAN FRANCISCO VIA MOJI	CHINA	Amer. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	HONGKONG MARU	Jap. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
SAN DIEGO, &c., VIA MOJI, &c.	STRATFYLE	Brit. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
YOKOHAMA VIA SHANGHAI & KOBE	YAPAN	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
YOKOHAMA & KOBE	SEGOMANDEL	Jap. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
KOBE & YOKOHAMA	HIYACHI MARU	Jap. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
TIENTSIN	PAKROU	Brit. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
CHEFOO & NEWCHWANG	CHINKIANG	Brit. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
SHANGHAI	FOOCHOW	Brit. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
SHANGHAI	COROMANDEL	Brit. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
ANPING, VIA SWATOW & AMOY	WHAMPOA	Brit. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
FOOCHOW VIA SWATOW & AMOY	MAIDOURU MARU	Jap. str.	1 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
TAMSUI VIA SWATOW & AMOY	AMPING MARU	Jap. str.	1 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
MANILA VIA AMOY	DAIJIN MARU	Jap. str.	1 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
MANILA VIA AMOY	DIAMANTE	Brit. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
MANILA	YUENSANG	Brit. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
CHINGTU	CHINGTU	Brit. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
MANILA, ILOILO & CEBU	KAIPONG	Brit. str.	1 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
BOMBAY VIA SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	2 m.		HAMBURG-AMERIKA LINIE	On 26th inst.
BOMBAY VIA SINGAPORE & PENANG	BORMIDA	Ital. str.	1 m.		HAMBURG-AMERIKA LINIE	On 26th inst.

SHIPPING.

VESSELS ON THE BERTH

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA VIA AMOY.
THE Company's Steamship.

"DIAMANTE."

Captain J. Rattanbury will be despatched as above TO-DAY, the 16th inst., at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOME & CO., General Managers.

Hongkong, 9th October, 1901. [2371]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.
THE Company's Steamship.

"YUENSANG."

Captain Rolfe, will be despatched as above TO-MORROW, the 17th inst., at 4 P.M.
This Steamer has superior accommodation for First-class Passengers, is fitted with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATTHESON & CO., General Managers.

Hongkong, 7th October, 1901. [2359]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PALAWAN."

Captain J. Chellon, E.N.E., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 12th October, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment.

Parcels will be received at this Office until 2 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 30th September, 1901. [1]

SHIPPING REPORTS.

The British steamer Diamante, from Manila 5th Oct., had moderate northerly winds and sea, fine and clear weather, occasional squalls of rain.

The British hospital-ship Carthage, from Shanghai 6th Oct., reports that she anchored off Guttaif Island on account of typhoon in China Sea.

VESSELS IN DOCK.

9th October.

ABERDEEN DOCKS—Indrapura.

KOWLOON DOCKS—Canton River, Elcano, Monterey, Cebu, H.M.S. Argonaut, Balak, Maru, Thales, Holstein.

COSMOPOLITAN DOCK—Albania, Sardine, Rickmers.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship.

"DALIN MARU."

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 13th inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 7th October, 1901. [17]

FOR NEW YORK.

THE 3/3 L.I.I. American ship

"STATE OF MAINE."

Captain Colcord, will be ready to load on the 1st November for the above port, and will have quick despatch.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 21st September, 1901. [2336]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamship—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF CHINA" Comdr. R. Archibald, E.N.E. WEDNESDAY, 23rd Oct., 1901

"TARTAR" 4,425 Tons Comdr. E. Beetham, E.N.E. WEDNESDAY, 6th Nov., 1901

"EMPEROR OF INDIA" Comdr. O. P. Marshall, E.N.E. WEDNESDAY, 20th Nov., 1901

"ATHENIAN" 3,882 Tons Capt. H. Mowatt WEDNESDAY, 4th Dec., 1901

"EMPEROR OF JAPAN" Comdr. H. Pybus, E.N.E. WEDNESDAY, 18th Dec., 1901

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OCEELAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all

LARGE VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

OUTWARDS.		DUE
GLASGOW and LIVERPOOL	"NESTOR"	On 10th October.
GLASGOW and LIVERPOOL	"DARDANUS"	On 12th October.
GLASGOW and LIVERPOOL	"MACHAON"	On 17th October.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 23rd October.
GLASGOW and LIVERPOOL	"ACHILLES"	On 28th October.
		On 6th November.

HOMEWARDS.		TO SAIL
LONDON	"PYRRHUS"	On 15th October.
LONDON	"CALCHAS"	On 29th October.
LONDON	"NESTOR"	On 12th November.
LONDON	"MACHAON"	On 26th November.
LIVERPOOL DIRECT	"ULYSSES"	On 14th October.
LIVERPOOL DIRECT	"DARDANUS"	On 15th November.

The S.S. "NESTOR" from GLASGOW and LIVERPOOL, left Singapore on the 5th inst., and is expected here on the 10th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 7th October, 1901.

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 19th October, at DAYLIGHT.
"DORIC"	TUESDAY, 29th October, at NOON.
"PERU"	TUESDAY, 12th November, at NOON.
"COPTIC"	WEDNESDAY, 20th November, at NOON.
"CITY OF PEKING"	SATURDAY, 7th December, at NOON.
"GAELIC"	SATURDAY, 14th December, at NOON.

THE P. M. S.S. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 19th October, at DAYLIGHT, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines. Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic, and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from port of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcels Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 8th October, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADEIRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 21st October, 1901, at 1 P.M., the Company's Steamship "LAOS," Captain Biquier, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 26th October. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contracts and Value of Packages are required.

For further particulars, apply to the Company's Office.

P. DE CHAMPOMORIN, Acting Agent.

Hongkong, 9th October, 1901.

EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at TIMOR, PORT D'EVIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship.

"AUSTRALIAN," Captain Helms, will be despatched for the above ports on THURSDAY, the 24th inst., at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company, and vice versa.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEO. ECKLEY, Acting Agent.

Hongkong, 18th September, 1901.

SHewan Tomes & Co.'s NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL THE Steamship.

"ADANA," Captain A. Smith, will be despatched for the above port on 10th November, 1901.

For Freight, apply to

SHewan Tomes & Co., Agents.

Hongkong, 23rd September, 1901.

FOR NEW YORK.

THE 3/4 II American Ship.

"MANUEL LLAGUNO," will load during October, sailing about 25th October.

For Freight, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 11th July, 1901.

NOTES TO CONSIGNEES

FROM HAMBURG, COLOMBO, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"BAMBERG," Captain Zurbauer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from the Godown.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, 4th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 4th October, 1901.

NOT RESPONSIBLE FOR DEBTS. Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ALBANIA, British ship, Brownell—Order.

CELESTE BURRIEL, British ship, Jeffry—Order.

HELEN A. WITMAN, American ship, Vanhorn—Order.

ARTHOLD, Karberg & Co.

STATE OF MAINE, American ship, Colcord—Standard Oil Co.

W. H. CONNELL, American ship, Colcord—Standard Oil Co.

HONGKONG STEAMERS.

Bakan Maru, Jap. str., 320, Kawamoto, Sept. 24, Japanese.

Benlomen, British str., 1,752, Hutton, Oct. 9, Gibb, Livingston & Co.

Bormida, Italian steamer, 1,493, Costa, Oct. 5, Cattowitz & Co.

Bygdo, Norwegian str., 771, Carlsen, Oct. 8, Sander, Wieler & Co.

Cebu, Amr. str., 648, Inchusgari, Sept. 29, Braund & Co.

Chas. Rogier, Brit. str., 1,292, Smith, Sept. 8, Japanese.

Chingta, British str., 2,260, Lendbergh, Oct. 5, Butterfield & Swire.

Daphne, German str., 1,290, Schipper, Oct. 2, Siemssen & Co.

Diamante, British str., 1,295, Rattenbury, Oct. 9, Elcano, American str., 510, Altonaz, Sept. 3, Brando & Co.

Empress of China, Brit. str., 3,003, Archibald, Oct. 1, C. P. R. Co.

Flandra, German str., 1,286, Eichbaum, Oct. 7, Siemens & Co.

Foochow, British str., 1,252, Smale, Oct. 7, Butterfield & Swire.

Heimzu, British str., 636, Passmore, Oct. 8, Douglas, Lapraik & Co.

Hernes, Norwegian str., 849, Knutson, Oct. 5, Sander, Wieler & Co.

Holstein, German str., 983, Ipland, Oct. 3, Jenson & Co.

Hongkong Maru, Jap. str., 6159, Filmer, Oct. 2, Iyo Kisan Kaisha.

Indrapuri, British str., 3,152, Hollingsworth, Sept. 29, Allan Cameron.

Kaifong, British str., 1,024, Pennefather, Oct. 7, Kute, Austrian str., 1,341, Vidosszah, Oct. 7, Order.

Kutsang, British str., 1,495, Selby, Oct. 6, Jardine, Matheson & Co.

Kwangs, British str., 1,487, Lincoln, Oct. 7, Chinese.

Macieve, German str., 985, Wendig, Oct. 7, Melchers & Co.

Michael Jenson, Ger. str., 710, Jessen, Oct. 9, Jenson & Co.

Montgat, German str., 859, Gotsche, Oct. 7, Butterfield & Swire.

Nanshan, British str., 1,289, Jones, Oct. 3, Bradley & Co.

Pelayo, British steamer, 1,100, Prynne, Oct. 9, G. McBain.

Phra C. Kiao, Ger. str., 1,011, Goercken, Oct. 9, Melchers & Co.

POST OFFICE NOTICES.

Parcel Mails for Europe, &c., per a.s. *Potowen*, will close at 3 p.m. to-morrow. The China, with the American Mail of the 12th ult., left Shanghai on Tuesday, the 8th inst., at 6 a.m., and may be expected here to-morrow. The *Cormandel*, with the English Mail of the 13th September, left Singapore on Saturday, the 8th inst., at 5 p.m.; and may be expected here to-day. This Packet brings replies to letters despatched from Hongkong on 12th August. The *Dove*, with the American Mail of the 20th ult., left Yokohama this morning at daylight, and may be expected here on or about Friday, the 12th inst.

MAILS WILL CLOSE.

FOR

	PEK	DAY AND HOUR.
Canton		Thursday, 10th, 7.30 A.M.
Macao		Thursday, 10th, 1.15 P.M.
Shanghai		Thursday, 10th, 2.00 P.M.
Kuangtung		Thursday, 10th, 3.00 P.M.
Tai-fu		Thursday, 10th, 4.00 P.M.
Diamante		Thursday, 10th, 5.00 P.M.
Obi		Thursday, 10th, 5.00 A.M.
Shinano Maru		Thursday, 10th, 5.00 P.M.
Powen		Friday, 11th, 3.00 P.M.
Yuenlong		Friday, 11th, 4.00 P.M.
Nowhang		Friday, 11th, 4.00 P.M.
Kaifong		Saturday, 12th, 10.00 A.M.
Bornida		Saturday, 12th, 10.00 A.M.
Seyoria		Saturday, 12th, 10.00 A.M.
Chingtu		Saturday, 12th, 10.00 A.M.
Hankow		Saturday, 12th, 1.15 P.M.
Union Insurances		Saturday, 12th, 3.00 P.M.
China Traders' Ins. Co.		Saturday, 12th, 3.00 P.M.
North China Ins. Co. Ltd.		Saturday, 12th, 3.00 P.M.
Yantze Ins. Assn. Ltd.		Saturday, 12th, 3.00 P.M.
Canton Ins. Office, Ltd.		Saturday, 12th, 3.00 P.M.
Strata Insurance Co., Ltd.		Saturday, 12th, 3.00 P.M.
FIRE INSURANCES		Saturday, 12th, 3.00 P.M.
Hongkong Fire Ins. Co. Ltd.		Saturday, 12th, 3.00 P.M.
China Fire Ins. Co. Ltd.		Saturday, 12th, 3.00 P.M.
SHIPPING		Saturday, 12th, 3.00 P.M.
Hongkong, Canton and Macao S. B. Co. Ltd.		Saturday, 12th, 3.00 P.M.
Indo-China S. N. Co. Ltd.		Saturday, 12th, 3.00 P.M.
China & Manila S. S. Co. Ltd.		Saturday, 12th, 3.00 P.M.
Douglas Steamship Co., Ltd.		Saturday, 12th, 3.00 P.M.
China Mutual S. N. Co. Ltd.		Saturday, 12th, 3.00 P.M.
Do. Preference		Saturday, 12th, 3.00 P.M.
Do. Ordinary		Saturday, 12th, 3.00 P.M.
Do. Bonus		Saturday, 12th, 3.00 P.M.
Star Ferry Co., Limited		Saturday, 12th, 3.00 P.M.
Shell Transport & Trading Co., Limited		Saturday, 12th, 3.00 P.M.
ENTERPRISES		Saturday, 12th, 3.00 P.M.
China Sugar Refining Company, Limited		Saturday, 12th, 3.00 P.M.
Luzon Sugar Refg. Co. Ltd		Saturday, 12th, 3.00 P.M.
MINING		Saturday, 12th, 3.00 P.M.
Punjum Mining Co., Ltd.		Saturday, 12th, 3.00 P.M.
Societe Fran. des Charbonnages de Tonkin		Saturday, 12th, 3.00 P.M.
Queens Mines, Limited		Saturday, 12th, 3.00 P.M.
Jelebu Mining and Trading Company, Ltd.		Saturday, 12th, 3.00 P.M.
Raub Australian Gold Mining Co., Limited		Saturday, 12th, 3.00 P.M.
Oliver's Freehold Mines, Limited		Saturday, 12th, 3.00 P.M.
DOCKS, WHARVES, & COCKPITS		Saturday, 12th, 3.00 P.M.
Hongkong and Whampoa Dock Co., Limited		Saturday, 12th, 3.00 P.M.
Hongkong and Kowloon Wharf and G. Co. Ltd.		Saturday, 12th, 3.00 P.M.
Wanchai Warehouse and Storage Co., Ltd.		Saturday, 12th, 3.00 P.M.
New Amoy Dock Co., Ltd.		Saturday, 12th, 3.00 P.M.
LANDS, HOTELS & BUILDINGS		Saturday, 12th, 3.00 P.M.
Hongkong Land Investment & Agency Co. Ltd.		Saturday, 12th, 3.00 P.M.
Kowloon Land & B. Co. Ltd.		Saturday, 12th, 3.00 P.M.
West Point Building Company, Limited		Saturday, 12th, 3.00 P.M.
Hongkong Hotel Company, Limited		Saturday, 12th, 3.00 P.M.
Oriente Hotel, Manila		Saturday, 12th, 3.00 P.M.
Humphreys Est. & Fin. Co.		Saturday, 12th, 3.00 P.M.
COTTON MILLS		Saturday, 12th, 3.00 P.M.
Ewo Cotton, Spinning and Weaving Co., Ltd.		Saturday, 12th, 3.00 P.M.
International Co. Mfg. Co., Ltd.		Saturday, 12th, 3.00 P.M.
Laon-kung-mow Cotton Spin. & Weav. Co. Ltd.		Saturday, 12th, 3.00 P.M.
Soy Chee Cotton Spinning Company, Ltd.		Saturday, 12th, 3.00 P.M.
Yahloong Cot. Spin. Co., Ltd.		Saturday, 12th, 3.00 P.M.
Hongkong Cotton Spin. & Weav. & Dying Co., Ltd.		Saturday, 12th, 3.00 P.M.
MISCELLANEOUS		Saturday, 12th, 3.00 P.M.
Manila Investment Co., Ltd.		Saturday, 12th, 3.00 P.M.
Green Island Cement Co.		Saturday, 12th, 3.00 P.M.
China Borneo Co., Ltd.		Saturday, 12th, 3.00 P.M.
A. S. Watson & Co., Ltd.		Saturday, 12th, 3.00 P.M.
Hongkong Electric Co., Ltd.		Saturday, 12th, 3.00 P.M.
Hongkong and China Gas Company, Limited		Saturday, 12th, 3.00 P.M.
Hongkong Copper Mfg. Co.		Saturday, 12th, 3.00 P.M.
Goa, Fawcett & Co., Ltd.		Saturday, 12th, 3.00 P.M.
Hongkong Ice Co., Ltd.		Saturday, 12th, 3.00 P.M.
Hongkong High Level Tramway Co., Ltd.		Saturday, 12th, 3.00 P.M.
Hk. Steam. Water-bottle Co., Ltd.		Saturday, 12th, 3.00 P.M.
Dairy Farm Co., Ltd.		Saturday, 12th, 3.00 P.M.
Hk. & China Bakery Co., Ltd.		Saturday, 12th, 3.00 P.M.
Campbell's Moore & Co., Ltd.		Saturday, 12th, 3.00 P.M.
Bell's Asbestos E. Agry, Ltd.		Saturday, 12th, 3.00 P.M.
United Asbestos Oriental Agency, Limited		Saturday, 12th, 3.00 P.M.
Tehau Planting Co., Ltd.		Saturday, 12th, 3.00 P.M.
China Provident Loan & Mortgage Co., Ltd.		Saturday, 12th, 3.00 P.M.
Watkins, Limited		Saturday, 12th, 3.00 P.M.
Universal Trading Co.		Saturday, 12th, 3.00 P.M.
China Light & P. Co., Ltd.		Saturday, 12th, 3.00 P.M.
Robinson Piano Co., Ltd.		Saturday, 12th, 3.00 P.M.
Powell, Ltd.		Saturday, 12th, 3.00 P.M.
CIGAR COMPANIES		Saturday, 12th, 3.00 P.M.
Philippine Tobacco Trust Co., Ltd.		Saturday, 12th, 3.00 P.M.
Athlone, Ltd.		Saturday, 12th, 3.00 P.M.
VEENON & SMITH, BROKERS		Saturday, 12th, 3.00 P.M.

TO-DAY.

Sale, the British Ship *Celeste Barrill*, on board, Mr. Geo. P. Lamont, at 11 a.m. Sale, Household Furniture, &c., Sales Rooms, Messrs. Hughes & Bourne, at 11 a.m. Meeting, Union Insurance Society of Canton, Ltd. No. 1, Queen's Buildings, at noon.

TO-MORROW.

Sale, Matchads, &c., New Parade Ground, Messrs. Hughes & Bourne, at 2.30 p.m. Meeting, Hongkong Hockey Club, Cricket Club Pavilion, at 5.15 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

9th October.

ON LONDON.	1/11
Telegraphic Transfer	1/11
Bank Bills, on demand	1/11
Bank Bills, at 30 days' sight	1/11
Bank Bills, at 4 months' sight	1/11
Credits, at 4 months' sight	1/11
Documentary Bills, 4 months' sight/11	1/11
ON PARIS.	
Bank Bills, on demand	2/43
Credits, at 4 months' sight	2/43
ON GERMANY.	1/93
On demand	
ON NEW YORK.	4/11
Bank Bills, on demand	4/11
Credits, 60 days' sight	4/11
ON HONGKONG.	1/44
Telegraphic Transfer	1/44
Bank, on demand	
ON CALCUTTA.	1/44
Telegraphic Transfer	1/44
Bank, on demand	
ON SHANGHAI.	7/14
Bank, at sight	
Private, 30 days' sight	7/14
ON YOKOHAMA.	5/9 p.m.
On demand	
ON MANILA.	4/4 p.m.
On demand	
ON SINGAPORE.	3/4 p.m.
On demand	
ON BATAVIA.	1/17
On demand	
ON HAIPHONG.	1/18 p.m.
On demand	
ON SAIGON.	1/18 p.m.
On demand	
ON BANGKOK.	6/1
SOVEREIGN, Bank's Buying Rate	\$10.28
GOLD LEAF, 100 fine, per tael	\$63.50
BAE SILVER, per oz.	26/1

OPIUM.

9th October.

Quotations are:	Allow no less to 1 catty.
Malwa New	\$880 to \$900 per catty.
Malwa Old	\$900 to \$910 "
Malwa Older	\$770 to \$790 "
Parian fine quality	\$780 to "
Parian extra fine	" to "
Patna New	\$920 to "
Patna Old	\$940 to "
Banaras New	\$900 to "
Banaras Old	\$920 to "

VESSELS EXPECTED.

THE INDIAN MAIL.

The steamer *Catherine Agcar*, from Calcutta, left Singapore for this port on the 4th inst., p.m.

THE ENGLISH MAIL.

The P. & O. steamer *Cormandel*, left Singapore for this port on the 5th inst., at 5 p.m., with the outward English mails, and is due here to-day, at about 4 p.m.

THE AMERICAN MAIL.

The P. M. steamer *China*, with mails, &c., left Shanghai for this port on the 8th inst., at 6 a.m., and is due here to-morrow, a.m.

The O. & O. steamer *Doric*, with mails, &c., from San Francisco to the 20th ult., via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 27th ult.

THE T.K.K. steamer *Nippon Maru*, with mails, &c., left San Francisco for this port on the 14th February, 1901.

JOINT STOCK SHARES.

HONGKONG, 9th October.

STOCKS.	NO. OF SHARES.	ISSUE VALUE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. for half year ended 30/9	1652, sales & buyers
Bank of China, Ltd.	19,975	28	24	None	165
Do. Deferred	1,250	21	21	None	25.5
National Bank of China, Ltd.	19,076 A	40	38	1/1 for 1899	22, sellers
Do. Founders' Shares	20,935 B	40	38	1/1 at 2/1 = \$1.50 for '99	22, sellers
	760 firms	21	21	None	165, sellers
MARINE INSURANCES					
Union Ins. Co., Ltd.	10,000	\$250	\$20	40 p. ct. = \$20 for 1899	